

City of Fort Wayne
ADA
Transition Plan

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Statement/Mission

In 1990, the Federal Government enacted the Americans with Disabilities Act ("ADA"). The City of Fort Wayne, Indiana recognizes its legal obligation to comply with Title II of the ADA and hereby establishes a transition plan to ensure compliance of this federal law, rules and regulations. Therefore the City of Fort Wayne will identify barriers that exist and state how and when the barriers are to be removed by providing a means to address complaints of discrimination, by encouraging public input to assess, address and meet access needs, and by establishing periodic reviews of the plan to monitor progress and compliance. The purpose of the Plan is to ensure that the citizens of Fort Wayne are provided full access to the City of Fort Wayne programs, services and activities in a timely manner. The City of Fort Wayne elected officials and staff believe the ability to accommodate disabled persons is essential to good customer service, the quality of life of Fort Wayne residents seek to enjoy and to effective governance. Title II of the ADA requires that each of the City of Fort Wayne services, programs and activities, when viewed in their entirety, be readily accessible and usable by individuals with disabilities.

Non-Discrimination Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Fort Wayne will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: the City of Fort Wayne does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: the City of Fort Wayne will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Fort Wayne programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: the City of Fort Wayne will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services and activities. For example, individuals with service animals are welcome in the City of Fort Wayne offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Fort Wayne, should contact the of Nancy McAfee, the ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Fort Wayne to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Fort Wayne is not accessible to persons with disabilities should be directed to Nancy McAfee, ADA Coordinator.

The City of Fort Wayne will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

[Click here for more information.](#)

Designation of an ADA Coordinator

On August 15, 2012 Mayor Thomas Henry appointed Nancy McAfee as the American Disability Act Coordinator for the City of Fort Wayne.

Nancy McAfee holds such position concurrently with her appointment as the Director of Risk Management and is responsible for overseeing compliance with the ADA.

Nancy McAfee
ADA Coordinator and Director of Risk Management
Citizens Square
200 East Berry Street, Suite 470
Fort Wayne, IN 46805
260-427-1176
Nancy.mcafee@cityoffortwayne.org

**The City of Fort Wayne, Indiana
Grievance Procedure under
The Americans with Disabilities Act**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Fort Wayne. The City of Fort Wayne Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Nancy McAfee
ADA Coordinator and Director of Risk Management
Citizens Square
200 East Berry Street, Suite 470
Fort Wayne, IN 46805
260-427-1176
Nancy.mcafee@cityoffortwayne.org

Nancy McAfee or the appropriate departmental designee will, in a timely manner, respond in writing, and where appropriate, in a format accessible to the complainant, such as large print or audio tape. The response will explain the position of the City of Fort Wayne and offer options for substantive resolution of the complaint.

If the response by Nancy McAfee or her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to Carol Helton, City Attorney or her designee.

Within 15 calendar days after receipt of the appeal, the Carol Helton, City Attorney or her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Nancy McAfee or her designee, appeals to the City Attorney or her designee, and responses from these two offices will be retained by the City of Fort Wayne Risk Management Department.

[Click here](#) for the grievance form.
Submit grievance form online; [click here](#).

Design Standards-Sidewalks

Sidewalks: Sidewalk curbs constructed as part of planned development, sidewalk curbs replaced by or for the City of Fort Wayne, or sidewalk curbs replaced by or for a property owner through the City of Fort Wayne match funding program shall be constructed in accordance with the PROWAG (Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way) regulations and standards.

Buildings: Any City of Fort Wayne owned buildings that are constructed, remodeled or updated shall be constructed in accordance with the most current ADAAG (Accessibility Guidelines for Buildings and Facilities) regulations and standards.

Public Involvement Opportunities

The general public is encouraged to participate in identifying needs or barriers to accessibility. This may be done by contacting the ADA Coordinator.

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ADA Coordinator and Director of Risk Management
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260-427-1176
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A draft of the City of Fort Wayne Transition Plan is available on the website for public comment. The Transition Plan will also be available in the following City of Fort Wayne office for viewing, Human Resources. Anyone that would like to comment on the Transition Plan can submit their comments in this office, on the website or can contact the ADA Coordinator.

After the City of Fort Wayne Transition Plan has been adopted it will be posted on the City of Fort Wayne website. It will also be available in the following City of Fort Wayne office for viewing, Human Resources.

Inventory

The City of Fort Wayne has divided the collection of inventory among different departments. Below is the list of coordinators for the departments for the City of Fort Wayne.

City Coordinators	Name	Phone #	Email
ADA Coordinator	Nancy McAfee	260-427-1176	nancy.mcafee@cityoffortwayne.org
City Engineer/sidewalks	Shan Gunawardena	260-427-6169	shan.gunawardena@cityoffortwayne.org
Traffic Engineer/curb ramps	Mario Trevino	260-427-1136	mario.trevino@cityoffortwayne.org
Greenway Mgr/trails	Dawn Ritchie	260-427-6002	dawn.ritchie@cityoffortwayne.org
Parks Department	Steve McDaniel	260-427-6407	steve.mcdaniel@cityoffortwayne.org
City Buildings	Dan Brenner	260-427-5402	dan.brenner@cityoffortwayne.org
City Buildings	Dan Smith	260-427-5155	dan.smith@cityoffortwayne.org
Transit/Citilink	Betsy Kashmar	260-432-4546	bek@fwcitilink.com

Please see the section appendices for the inventory/assessment of each department.

Funding & Scheduling

The City of Fort Wayne will use multiple funding sources to repair, modify or reconstruct sidewalk and ramps and to modify or reconstruct buildings to meet current ADAAG and PROWAG standards. Each department responsible for sidewalk, ramps, trails and/or buildings is included in the appendices. Each department states their funding source and the amount of money that will be spent each year to become ADA compliant.

Review & Evaluation

In August of each year the Mayor will meet with the ADA Coordinator to review the City of Fort Wayne's efforts put forth the previous year to comply with the ADA and the implementation of the Transition Plan. At this time an update to the Transition Plan will be done. This shall include any adjustment to the number of sidewalks and ramps that are non-compliant, any changes to funding sources and changes to the schedule, if needed. The Mayor and ADA Coordinator shall review the prioritization of repairs, modifications or replacement of sidewalks and curbs for the upcoming year. At this time they will also determine the number of sidewalks and curbs that can be brought into compliance with ADA standards (if different than previously stated in Transition Plan).

The review and evaluation will continue each August until all sidewalks and ramps are ADA compliant and the Transition Plan is completed.

Section 1

Sidewalks, Curb Ramps, Street Parking, and Traffic Signals

**Transportation Engineering Services & Traffic Engineering
Departments**

The Transportation Engineering Services Department of the City of Fort Wayne is responsible for maintaining the following features that will require PROWAG compliance:

- Curb ramps
- Sidewalk

The Traffic Engineering Department of the City of Fort Wayne is responsible for maintaining the following features that will require PROWAG compliance:

- On street parking spaces (metered and unmetered)
- Traffic signals with pedestrian indications

The Transportation Engineering Services Department will strive to ensure that all pedestrian facilities as identified above are accessible by all users with disabilities. The Department will also promptly investigate any formal grievance filed according to the grievance procedures established by the City of Fort Wayne.

The Transportation Engineering Services Department has prepared a Transition Plan that outlines the necessary steps to be fully compliant with the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG) as well as Title II of the Americans with Disability Act Accessibility Guidelines (ADAAG). Evaluations of these facilities are being performed as described in the following.

Curb Ramps

Description

In developing the transition plan for curb ramps, The Transportation Engineering Services Department has taken a number of considerations into account. First, the plan recognizes the ADA provision that any curb ramp replacement/modification schedule give “priority to walkways servicing entities covered by the Act, including Federal, State and Local government offices and facilities, public transportation facilities, places of public accommodation, and employers, followed by walkways serving other areas”. Second, the plan reflects the requirements that the City install curb ramps on all streets when they are resurfaced or other roadway improvements are made. Third, the plan reflects the City’s efforts to install curb ramps in a coordinated manner as expeditiously as possible at all locations where public sidewalks cross curbs at street intersections.

The conditions of the curb ramps are graded as follows:

A - Curb ramp meets all PROWAG standards.

B - Curb ramp exists however the detectable warning surface (DWS) is missing and/or color contrast is not provided. All slopes meet PROWAG standards.

C - Curb ramp exists with or without (DWS) but slopes do not meet PROWAG standards.

D - Curb ramp exists with or without DWS, slopes do not meet PROWAG standards and other obstructions exist that create tripping hazards.

F - No curb ramp exists.

Current Status

The statistics noted below are based on the best information available as of December 1, 2012. However, the data on the actual condition of every City intersection is not yet complete and locations of entities covered by the Act may change. Accordingly as additional information becomes available, the City will update the data to reflect the most current information.

The City of Fort Wayne contains approximately 3,822 street intersections with public sidewalks. Of these approximately 215 intersections (about 6%) are along State routes. Between calendar years 1992 and 2012, the City constructed curb ramps at all corners at approximately 2182 intersections and approximately 392 corners at other intersections. In calendar year 2012, the City constructed curb ramps at all corners at approximately 29 intersections. At the end of calendar year 2012, the City calculated that approximately 1402 intersections remained to be curb ramped. A tabulated summary of the grades of the existing curb ramps is provided in Appendix A.

Time Frame

The City plans to spend approximately \$250,000 per year exclusively on curb ramp installations. Under current cost estimates, this will allow the City to curb ramp approximately 75 intersections per year for exclusive curb ramp installations and 80 intersections per year as part of other roadway projects. Based on the above, the time frame for full compliance would be approximately XX years.

Specifications

Curb ramps installed by the City will be in accordance with City of Fort Wayne Street Engineering standards, except where site infeasibility precludes the application of these standards defined under PROWAG or not feasible within safe engineering practice. Contracts with private contractors for the installation of public sidewalk curb ramps will specify that the work shall be done in accordance with such standards and PROWAG Section R407. The City of Fort Wayne's Street Engineering Standards for curb ramps is in compliance with PROWAG requirements.

Priorities

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City has sought to install curb ramps at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City has prioritized intersection curb ramps in each of the designated six Council Districts and the Central business District by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent to public and known private schools, and then considering those known impaired mobility residences along accessible bus routes. The City has also prioritized corners at intersections where known utility work has altered the area. Further, the City has responded and continues to respond to individual requests through the Board of Public Works Petition program and Neighborhood Capital Improvement Survey. The City will also continue to construct curb ramps on all street resurfacing projects and street/sidewalk reconstruction projects. (not routine maintenance projects, i.e. pot hole filling, patching, spot repair).

Contact

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Sidewalk

Description

In developing a transition plan for sidewalk, the City will utilize data from the Pavement Management System (PMS) to identify deficient areas. The PMS is updated on a 3 year rotating basis and all sidewalk segments are inspected as part of the road right-of-way and rated based on the condition on a scale of 0 – 100 %. This rating is provided on the basis of what percentage of the segment of sidewalk that is being inspected is in poor condition (i.e., cracked, heaved, or otherwise does not meet PROWAG or ADAAG requirements). This rating system will be converted to a grading system as follows:

- A - Sidewalk segments with less than 20% in poor condition
- B - Sidewalk segments with greater than or equal to 20% and less than 40% in poor condition
- C - Sidewalk segments with greater than or equal to 40% and less than 60% in poor condition
- D - Sidewalk segments with greater than or equal to 60% and less than 80% in poor condition
- F - Sidewalk segments with greater than or equal to 80% in poor condition

Current Status

The statistics noted below are based on the best information available as of December 1, 2012. Accordingly as additional information becomes available, the City will update the data to reflect the most current information. The City of Fort Wayne contains approximately 1,161 miles of sidewalk. The following is a summary of the ratings of this sidewalk data:

- A - 679 miles
- B - 239 miles
- C - 110 miles
- D - 73 miles
- F - 60 miles

See Appendix B for a tabulated summary of grades of existing sidewalks.

Time Frame

The City plans to spend approximately \$250,000 per year exclusively on sidewalk upgrades. Under current cost estimates, this will allow the City to upgrade approximately 0.8 miles of sidewalk per year. These do not include sidewalk that will be improved as part of roadway projects. The City also has a neighborhood sidewalk cross sharing program. Under this program,

property owners can request for sidewalk upgrades along the frontage of their properties along residential streets and share in the costs of the improvements. These costs are typically broken down as 60% property owners and 40% City. Based on the above, the time frame for full compliance would be approximately XX years.

Specifications

Sidewalk installed by the City will be in accordance with City of Fort Wayne Street Engineering standards. Minimum sidewalk width is 5-feet if not adjacent to the curb and 6-feet when adjacent to the curb. Contracts with private contractors for the installation of public sidewalk will specify that the work shall be done in accordance with such standards and PROWAG Section R204. The City of Fort Wayne's Street Engineering Standards for sidewalk is in compliance with PROWAG requirements.

Priorities

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City will upgrade sidewalk facilities at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City will prioritize sidewalk improvements in each of the designated six Council Districts and the Central business District based on their conditions (i.e. sidewalk with poorest grades considered first) by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent to public and known private schools, and then considering those known impaired mobility residences along accessible bus routes. The City will also prioritize sidewalk improvements where known utility work has altered the area. Further, the City has responded and continues to respond to individual requests through the Board of Public Works Petition program and Neighborhood Capital Improvement Survey. The City will also continue to upgrade sidewalk on all street reconstruction projects.

Contact

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On Street Parking Spaces

Description

In developing a transition plan for On Street Parking, all marked spaces in the public right-of-way (metered and un-metered) will be considered. These on street parking spaces are typically found in business districts and commercial areas. In residential areas on street parking is unmarked (i.e. undesignated spaces), and therefore not considered for ADA compliance. On these residential streets, the need for accessible parking is provided on an as-needed basis. Residents that require accessible parking are required to contact the Traffic Engineering Department and upon submittal of handicap sticker from the Bureau of Motor Vehicles or medical evidence of a disability, a designated space will be created in front of the property owner's residence or as close to it as possible.

Current Status

There are currently 837 on metered parking spaces. 824 are the downtown. 30 of these are off street. Of these, 8 are designated handicap spaces, and 0 are van accessible. The unmetered parking spaces in the business areas are still being inventoried. A tabulated summary of the metered parking spaces is provided in Appendix C.

Time Frame

We are currently in the process of mapping these spaces to show their geographic location in the business districts with respect to the block perimeters. Once this mapping is completed, the deficient areas will be identified. The installation of new accessible spaces that require only markings, signs and accessible meters will be performed by Traffic Operations personnel. Van accessible spaces that require sidewalk/curb turnouts will be installed under the City's Capital Improvement Program.

Specifications

On street parking spaces shall be in accordance with the Section 3B.19 of the Manual on Uniform Traffic Control Devices (MUTCD) and PROWAG Section R214.

Priorities

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City will upgrade accessible parking and van accessible parking at priority

locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City will prioritize such parking improvements by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent to public and known private schools. The City will also continue to upgrade accessible parking on all street reconstruction projects.

Contact

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Traffic Signals

Description

In developing a transition plan for traffic signals, all signals where pedestrian facilities are provided will be identified. At these locations where pedestrian facilities exist, pedestrian signals will be provided along with push buttons where appropriate (i.e. at actuated signals). The pedestrian indications shall be countdown style with audible signals. The City has been installing the countdown pedestrian indications as a standard for several years, at all new locations. In July 2011, the City completed a project that included the upgrade of all traffic signals in the Central Business District (CBD) to the countdown indications. These included signals that the City owned as well as ones that are owned by INDOT. The CBD is bordered on the north by the St Marys River, on the south by Baker Street, on the east by Clay Street and on the west by Van Buren Street. While all new signals with pedestrian indications will include these countdown indications, other signals that are outside the CBD will be upgraded on an annual basis. The City currently does not have any signals that have audible pedestrian signals.

Current Status

The City owns 297 traffic signals and 2 pedestrian HAWK signals. The City also maintains 78 traffic signals located within the City for the Indiana Department of Transportation (INDOT). This transition plan will only address City owned signals. Of the 297 City owned signals and 2 HAWK

signals, there are a total of 1,460 street crossing locations where pedestrian indications exist or should exist. Of these 230 are in need of pedestrian indications where none currently exist, even though sidewalk facilities are present; 1020 are in need of countdown indications (this includes the 230 mentioned previously as well as those that have standard walk/don't walk indications that need to be replaced); 1,460 are in need of audible signals (we currently do not have any audible pedestrian signals). A tabulated summary of compliance status of all existing signals is provided in Appendix D.

Time Frame

A self-evaluation of the signals has been performed to determine the following:

1. Signals that need pedestrian indications and push buttons.
2. Signals that have pedestrian indication which are not the countdown type.
3. Signals that need audible indications.

Upgrades will be performed as follows:

Signals needing pedestrian indications and push buttons will be upgraded by Traffic Operations personnel.

Countdown signal upgrades and audible signal upgrades will be performed under the City Capital Improvement Program. It is expected that with an annual investment of approximately \$50,000, all City owned signals could be brought into compliance within XX years.

Specifications

All upgrades to traffic signals shall conform to Section 4.0 of the Manual on Uniform Traffic Control Devices (MUTCD) and PROWAG Section R209.

Priorities

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City will upgrade signals at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City will upgrade all signals in the Central Business District by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent to public and known private schools, and then considering

those known impaired mobility residences along accessible bus routes. The City will also continue to upgrade signals on street reconstruction projects.

Contact

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Appendix 1-A: [Curb Ramps List](#)

[Curb Ramps Map](#)

Appendix 1-B: [Sidewalks List](#)

[Sidewalks Map](#)

Appendix 1-C: [Metered Parking Spaces List](#)

[Metered Parking Spaces Map](#)

Appendix 1-D: [Traffic Signals List](#)

[Traffic Signals Map](#)

Section 2

Trails

At the end of 2013, The Regional Fort Wayne Trails network included over 75 miles of multi-use trails and greenways. The City of Fort Wayne maintains 59 miles of these multi-use trails and greenways within the city limits. These public trails and greenways are maintained by several public agencies: City of Fort Wayne Parks & Recreation Department, City of Fort Wayne Public Works Division and City Utilities.

The City will strive to ensure that all residents and visitors are able to access the Fort Wayne Trails system. The Greenways Department within the Public Works Division will promptly investigate any formal grievance filed according to the grievance procedures established by the City of Fort Wayne.

The Greenways Department has prepared a Transition Plan that outlines the necessary steps to be fully compliant with the requirements of Title II of the Americans with Disabilities Act. A self-assessment plan was developed for multi-use trails and greenways within the City's jurisdiction. The self-assessment inventory is still being finalized and will be added as soon as it is completed. The self-assessment was completed along the following multi-use trails:

Rivergreenway
Aboite Trails
Wabash & Erie Canal Towpath Trail
Pufferbelly Trail
Yarnelle Trail
Ardmore Avenue Trail
Southtown Centre Trail
Meijer Drive Trail
Maplecrest Road Trail
Coliseum Boulevard Trail Spur
Renaissance Pointe Trail
Anthony Boulevard Trail
North Anthony Trail Spur
Cook Road Trail
Salomon Farm Loop
Dupont Road Trail
Dwenger Avenue Trail
Auburn Road Trail
Randallia Drive Trail

*** The multi-use trails along State Road 1 (Dupont Road), State Road 3 (Lima Road) and State Road 14 (Illinois Road) were not included in the self-assessment, because these trails are within the Indiana Department of Transportation's right of way.

Section 3

Parks

Parks and Recreation Department

The Fort Wayne Parks and Recreation Department encompasses 86 parks and over 2,805 acres of land in the Fort Wayne Metropolitan area. Within these parks are a variety of facilities and features that provide recreational opportunities to our citizens. The Parks and Recreation Department will strive to ensure that all residents and visitors are able to access all services, programs, facilities and activities that the department provides. The Department will promptly investigate any formal grievance filed according to the grievance procedures established by the City of Fort Wayne.

The Fort Wayne Parks and Recreation Department has prepared a Transition Plan that outlines the necessary steps to be fully compliant with the requirements of Title II of the Americans with Disability Act. A self-evaluation plan will be developed in 2013 for Parks and facilities within them. These self-evaluations will be completed at the following locations:

- Bass Park	- Historic Old Fort	- Packard Park
- Bloomingdale Park	- Hurshtown	- Psi Ote Park
E&W	Reservoir	- Rea Park
- Bob Arnold Northside	- Indian Village Park	- Reservoir Park
Park	- Japanese Garden	- Robert E. Meyers
- Boone Street Playlot	- Jehl Park	Park
- Botanical	- Jennings Center	- Rockhill Park
Conservatory	- John Street Park	- Ronald Repka Park
- Bowser Park	- Johnny Appleseed	- Roosevelt Park
- Brackenridge Park	Park	- Rudisill/Fairfield
- Brewer Park	- Kettler Park	Park
- Buckner Park	- Klug Park	- Salomon Park
- Camp Allen Park	- Kreager Park	- Salon Plaza
- Casselwood Park	- Lafayette Park	- Seiling Park
- Community Center	- Lakeside Park	- Shoaff Park
- Courthouse Green	- Lawton Park	- Study Park
- Daryl B. Cobin	- Lindenwood Nature	- Summit Street Park
Memorial	Pres.	- Superior Property
- East Central Park	- Lions Park	- Tillman Park
- East Side Playlot	- Little Turtle	- Traders Point
- East Swinney	Memorial	- Turpie Playlot
- Foster Park	- Mason Drive LL	- Vesey Park
- Foster Park West	Complex	- Waynedale Gardens

- Franke Park	- McCormick Park	- Waynedale Park
- Freimann Square	- McCulloch Park	- Weisser Park
- Gren Park	- McMillen Park	- Wells Street Park
- Griswold Park	- Memorial Park	- West Central Park
- Guldin Park	- Miner Playground	- West Swinney Park
- Hamilton Park	- Moody Park	- Williams Park
- Hanna Homestead	- Noll Park	- Zeis Park
- Hanna's Ford	- Nuckols Park	
- Headwaters Park	- Old Fort Park	
	- Orff Park	

The self-evaluations will initially focus on those areas that are open to the general public. This includes parking lots, walks, pathways, park amenities, facilities, and those parts of buildings where the general public has access. A second phase of evaluations will occur in those areas and buildings having infrequent or no public access.

It is the goal of the Fort Wayne Parks and Recreation Department to make all facilities, amenities, programs and activities within the park system fully accessible in a reasonable amount of time. This will be largely dependent on a number of economical factors and future changes to the ADA Accessibility Guidelines (ADAAG) and Public Rights-of-Way Accessibility Guidelines (PROWAG) or other unforeseen requirements that would necessitate additional improvements to Park facilities.

The results of the self-evaluation will identify barriers at Park facilities. The degree of which these barriers limit accessibility and their priority for corrective action will be subjectively categorized in five (5) levels. Using a grading scale A – F with A having all elements complying with the ADA standards to F having four or more barriers identified. These levels will be used to grade the effectiveness of prohibited access to facilities, areas, amenities and programs offered at the Parks and Recreation Department.

The Fort Wayne Parks and Recreation Department has committed to provide training for staff on the requirements of the ADA and make accommodations for employees with disabilities. The Transition Plan will be reviewed and updated periodically to ensure the Department is fully compliant with ADAAG and PROWAG standards.

The actual implementation of correcting any barriers will be established by the administration. The corrective action will be scheduled based on prioritization established on several categories including the seriousness of the barrier, number of barriers, location of barriers, complaints, new regulations, new standards, and availability of funding.

The Fort Wayne Parks and Recreation Department has established a listing of all amenities and facilities within each park. This list is available in Appendix A. In addition to this list, the Department has also compiled aerial photographs of each park. These photographs are available alphabetically in Appendix B.

Appendix 3-A: [Park Facilities](#)

Appendix 3-B: [Park Photographs](#)

Appendix 3-C: [Transition Grid](#)

Section 4
City Buildings
Property Management Department

The City of Fort Wayne owns number of public and non public buildings. The City will strive to ensure that all residents and visitors are able to access all services, programs and activities offered in City buildings. The City of Fort Wayne through its Property Management Department will promptly investigate any formal grievance filed according to the grievance procedures established by the City of Fort Wayne.

The City of Fort Wayne has prepared a Transition Plan that outlines the necessary steps to be fully compliant with the requirements of Title II of the Americans with Disability Act. A self-evaluation plan began in 2013 and will continue in 2014 for the City of Fort Wayne and its buildings.

The self-evaluations will initially focus on those areas that are open to the general public. This includes parking lots, walks, pathways and those parts of buildings where the general public has access. A second phase of evaluations will occur in those areas and buildings having infrequent or no public access.

It is the goal of the City of Fort Wayne to make all services, programs and activities offered within City buildings fully accessible in a reasonable amount of time. This will be largely dependent on a number of economical factors and future changes to the ADA Accessibility Guidelines (ADAAG) and Public Rights-of-Way Accessibility Guidelines (PROWAG) or other unforeseen requirements that would necessitate additional improvements to City buildings.

The results of the self-evaluation will identify barriers at City properties. The degree of which these barriers limit accessibility and their priority for corrective action will be subjectively categorized in five (5) levels. Using a grading scale A – F with A having all elements complying with the ADA standards to F having four or more barriers identified. These levels will be used to grade the effectiveness of access to areas providing services, programs and activities offered in City buildings.

The City is also committed to providing training for staff on the requirements of the ADA and to make accommodations for

employees with disabilities. The Transition Plan will be reviewed and updated periodically to ensure the City is complying with ADAAG and PROWAG standards including: the seriousness of the barrier, number of barriers, location of barriers, complaints, new regulations, new standards, and availability of funding.

The City of Fort Wayne has established a list of its buildings. This list is available in Appendix A. In addition to this list, the City has also compiled aerial photographs of each property. These photographs are available alphabetically in Appendix B.

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Appendix 4-A: [City Buildings](#)

Appendix 4-B: [City Photographs](#)

Section 5

Bus Routes, Bus Stops, and Bus Shelters

Citilink

The Fort Wayne Public Transportation Corporation/Citilink provides fixed route and demand response public transit within the city limits of Fort Wayne and New Haven. Citilink is an independent unit of local government but works closely with public & private agencies to provide access and mobility to residents within our service area. Citilink operates 12 fixed routes and two flex/deviation routes with boarding & alighting along the public thoroughfares. Citilink also operates an origin to destination paratransit service for people physically or mentally unable to access fixed route service; in compliance with Federal Transit Administration (FTA) ADA regulation.

Facilities

Flag Stops: It is Citilink policy to pick up/drop off passengers at any safe intersection (flag stop) along our fixed route system. It is not possible to ensure that every potential boarding & alighting location is fully accessible. Drivers are trained to choose safe & accessible locations.

Bus Stops: Citilink bus stop signs are provided along each route to indicate the availability of bus service and the route name/number (signage is compliant with ADA requirements). A spreadsheet detailing the approx. 1,100 locations and passenger amenities (shelter/sidewalk/ramp) at these designated stops is attached as **Appendix 5-A**. Citilink contracts with the City of Fort Wayne Street Department to install bus stop signs; therefore, the city can help ensure that signs are posted in compliance with ADA standards. Maps detailing Citilink bus routes in relationship to existing sidewalk infrastructure is included as **Appendix 5-B**. In addition, Citilink routes, schedules, and bus stop locations can be viewed on Google Transit using the trip planner located on the Citilink website (www.fwcitilink.com) or RouteShout app on smart phones.



Flex route and demand response stops:

This service is provided origin to destination by advance request; these trips are delivered primarily curb to curb using existing infrastructure and lift equipped buses that provide a level platform for boarding.



Bus Shelters: See attached map identifying shelters by owner;
Appendix 5-C. Citilink owns and operates 13 bus shelters.

1. St. Mary @ Margaret
2. Randallia @ Vermont
3. Washington @ Hammar
4. Anthony @ Pontiac
5. Pontiac @ Smith
6. Diplomat Apartments: out of service
7. Anthony @ McKinney
8. Anthony @ Chartwell Dr:
9. Decatur @ Tillman (Tall Oaks)
10. Decatur @ Southtown Sq. Apt
11. Calhoun @ Wildwood
12. Southgate Plaza: extra large shelter
13. Southtown Centre (Wal-Mart): 2 shelters

A private marketing company (Metro Media Partners) through an arrangement with the City of Fort Wayne has placed approx. 100 “Bus Huts”, with lighted signage, throughout the city. The operating agreement requires that the contractor is responsible for compliance with ADA guidelines. All placements must be approved by Citilink and the City Traffic Engineer/Right of Way. A listing of shelters provided by Metro Media Partners is included as **Appendix 5-D.**



Private businesses have also placed shelters/benches at their locations with approval from the City Traffic Engineer/Right of Way.

Transit Stations: Citilink owns and operates two facilities. The downtown transfer station: Citilink Central Station (121 West Baker Street), which opened in the fall of 2012, is fully compliant with all ADA design requirements and standards. The Citilink administrative building: Gionet Transit Center (801 Leesburg Road) is a much older facility which was updated per Section 504/ADA requirements years ago. Citilink also leases a small space at the Urban League: Hanna Creighton Neighborhood Transit Center (2135 South Hanna) which provides enhanced bus shelters & interior waiting/restroom area. This facility was built in 2009 in compliance with ADA standards.

Buses: Every bus is equipped with either a ramp or lift & wheelchair securement systems. The fleet has been fully compliant for over 10 years. Further, three modified minivan supervisor vehicles are equipped with a ramp & wheelchair securements to accommodate passengers using mobility aids as needed.

Policies/Procedures

Amenity Placement Procedures:

1. Solicit/receive amenity requests from passengers/drivers/general public
2. Refer request to Asst. General Manager (Betsy Kachmar)
3. Check request against our current relevant amenity inventory – bus stop/bus shelter/transit Facility/bus specification/pass sales outlet/marketing materials, etc
4. Determine viability of request based upon relevant factors:
 - a. Availability of existing amenity in proximity to the request
 - b. Resources necessary to fulfill request
 - c. Resources necessary to maintain request
 - d. Availability of resources
5. Accept, defer or deny request as appropriate
6. Asst. General Manager to notify person who made the request of the status of their request
7. Attempt to complete the amenity placement process within 10 days of receipt of request

Shelter placement criteria:

1. Guidelines established by Citilink service standards (50 boardings/day)
2. Locations serving elderly and/or persons with disabilities
3. Community requests
4. Approved by City Traffic Engineer/Right of Way

Passenger boarding/alighting procedures:

Bus drivers are instructed to kneel the bus &/or extend the lift or ramp when it is obviously needed and upon request; many kneel the bus for every boarding. The ramp extends out about 50 inches to provide a stable surface for boarding and is level with the curb/sidewalk. Even where there is no sidewalk available, the low floor buses (when knelt & ramp is extended) provide slope acceptable per ADA regulations. Buses equipped with lifts provide a level boarding platform that spans the distance from ground to bus floor level. Drivers are to position the vehicle in a manner to allow for a

level/stable surface and clear space for boarding the vehicle. Generally buses are able to work around sidewalk obstructions to affect a clear passage at the entrance door. We have a form for reporting bus stop accessibility issues (**Appendix 5-E** Citilink ADA bus stop issues report form) which is processed per amenity procedures above.

ADA/Civil Rights Policy:

Citilink has implemented appropriate policies, notification and grievance procedures as required by the ADA and Title IX per FTA regulation and guidance. These policies are incorporated into our public information materials and available via our website at the following link:

<http://www.fwcitilink.com/policies.htm>

Citilink receives federal funding from and reports to the Federal Transit Administration (FTA) and is in full compliance with all FTA rules and regulations as evidenced by our successful 2012 Triennial Review (available upon request).

ADA Transition Plan Compliance:

- **Inventory** - Citilink performed a comprehensive inventory of all bus stop sign locations and installed new signage (compliant with ADA standards) in 2004. This survey has been updated utilizing a survey tool that is consistent with PROWAG standards, the compliance rating system established by the City of Fort Wayne, and tool kit resources from the Assessment of Bus Stop Accessibility and Safety provided by Easter Seals Project ACTION. We believe the 13 Citilink bus shelter locations are fully compliant. This updated inventory is attached as **Appendix 5-A**.
- **Analyze** - This data will be analyzed to determine modifications needed to ensure accessibility per PROWAG guidance and the costs associated with these modifications.
- **Prioritize** - A prioritized implementation schedule will be developed based upon usage, level of modification required, collaboration with other infrastructure improvements, available resources, etc.
- **Implement** - Citilink will work with the City of Fort Wayne, City of New Haven, United Media Group, private businesses, community

agencies, etc. to identify resources and implement bus stop improvements.

2013 ADA Transition Plan Implementation Schedule Update:

January: Submit ADA Indiana grant request to provide bus stop evaluation training - in conjunction with Fifth Freedom (disability advocacy organization). Completed.

February-August: Perform bus stop PROWAG compliance inventory – utilizing trained volunteers/interns/staff. Completed.

February-April: Refurbish & repurpose 20 bus benches as art throughout downtown in conjunction with the Downtown Improvement District, Arts United & other community partners. – This activity was delayed to 2014 due to staffing issues.

March-April: Implemented FTA Livability Project Grant bus stop & sidewalk improvements in the Lake/Randallia area in conjunction with City of Fort Wayne. Completed.

August-October: Evaluate inventory data and compile prioritized bus stop compliance implementation plan with cost estimates. This activity is not yet complete and extended to early 2014.

Ongoing: Make improvements & provide progress updates.

2014 ADA Transition Plan Implementation Schedule:

January-August: Evaluate inventory data and compile prioritized bus stop compliance implementation plan with cost estimates.

February-April: Refurbish & repurpose 20 bus benches as art throughout downtown in conjunction with the Downtown Improvement District, Arts United & other community partners.

Ongoing: Make improvements & provide progress updates

Citilink PROWAG/ADA Transition Plan Contact:

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- Appendix 5-A: [Citilink Bus Stop Inventory](#)
- Appendix 5-B: [Map of Citilink Routes/City of Fort Wayne Sidewalks](#)
- Appendix 5-C: [Map of Citilink Bus Stops & Bus Shelters](#)
- Appendix 5-D: [United Media Group Bus Hut List](#)
- Appendix 5-E: [Citilink Bus Stop Deficiency Report Form](#)